Illinois Traffic Record Coordinating Committee
January 19, 2010

Attending: Mehdi Nassirpour, Dan Mueller, Rob Robinson, Jessica Keldermans, Peggy Westerfield, Sherri Akers, Lori Midden, Tom Casson, Joyce Schroeder, Jim Garceau, Anthony Khawaja, Greg Piland, Jeff Darko, Les Nunes, Jacque Huddleston, Mike Steiner, Jay Keeven, Mike Stout, Alex Cabral.   By Phone: Susan Fitzpatrick, Dan Lee, Roseanne Nance, Abraham Emanuel, Dan Leonard, Ruth Kafensztok

Mike Stout opened the meeting with introductions. He recognized the great efforts of John Werthwein and then introduced Les Nunes who will be John's replacement.

Minutes were approved by Jessica Keldermans and seconded by Mehdi Nassirpour.

Greg Piland, FHWA, reported that Secretary LaHood is announcing a new DOT website, http://www.distraction.gov/. Mike discussed the importance of nationwide attention to distracted driving and was thankful for the attention it is receiving. The USTRCC is putting together a survey for states regarding training opportunities, what is needed, etc. Greg will forward a draft of the survey for committee to review for comments. The goal is to release survey to the states in the spring.

Rob Robinson gave a presentation of the new IRIS program. (Copy attached). Mehdi asked about consistency of data over time. Rob responded that would not be a problem since the new program contains all the old items as well. Anthony asked about whether the crash data can be incorporated into this program. Rob responded that it is up to Traffic Safety.

Alex Cabral from NHTSA, asked that we review his comments from last meeting's minutes—see below

>   Re-authorization has not occurred as of the November 16th meeting. However it appears that there will be a Section 408 grant program in this FY 2010. So to facilitate the application process Illinois' TRCC should prepare as if another year of SAFETEA-LU funding for Section 408 will occur. Illinois should provide an application and interim report to start this process. The interim report can be submitted to Alex Cabral at NHTSA Region 5 by March 1, 2010. The Section 408 application will be due on June 15, 2010 to Alex Cabral at NHTSA Region 5 Office.
>
>   Please make sure that:
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>   Performance measure submitted in the interim report is a valid indicator of some systemic quality attribute (accuracy, completeness, timeliness, uniformity, accessibility or integration) of some core traffic records system database (Crash, Driver, Vehicle, Roadway, EMS/Injury Surveillance or Citation/Adjudication).
>   *
>   Each project that the state believes has contributed to the claimed progress is identified in the interim report by name, number (if applicable) and location in the state's Strategic Plan.
>   *
>   The method by which the values of each performance measure is calculated or estimated is clearly described in the interim report.
>   *

The baseline and current values for each performance measure is stated in the report, along with the dates from which the information used to calculate or estimate the measure values was obtained.
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The dates of the baseline and current measure values are consistent with the need to demonstrate current measurable progress.

It is especially important that you report any changes to the project in your Strategic Plan (new projects that have been added, old projects that have been completed or cancelled) and any changes to the performance measures the state is using to track progress. All performance measures used to demonstrate measurable progress must be in the Strategic Plan.

He added that the funding should be coming.

Safety Data Warehouse Update
Peggy Westerfield gave a demonstration – Safety Data Mart for external use:
Live link isn't available yet; working on a 2 week testing period and requested volunteers to test. Anticipate the release to occur in February and an email will be sent announcing the release.

Website will contain 4 primary tools: 1) Cube Browser for adhoc queries using drag and drop; 2) Cube Charting for adhoc queries with graphical output; 3) Reports for predefined reports with user entered criteria such as date ranges, counties, etc; 4) Mapping for browsing specific points; then the user can return a data grid for selected points and also identify on individual crash points. Training and support materials are being developed and will be available through the site. Anthony asked if it will be released to other users. Peggy explained that you must be a registered user to have access. She explained that the program does not provide the ability to compare crash frequency relative to traffic volume yet.

Safety Analyst – Project has been focused on preparing data for import into Safety Analyst. Illinois will be loading all roadways, not just the state network. Because of this, we are encountering data issues. Project is 2-3 months behind schedule. Once loaded, this tool will allow complex analysis (combining traffic volume and crash experience to determine the most dangerous locations). Data elements for Intersections were derived from data that already existed at IDOT. Transition from FHWA to AASHTO will be occurring soon.

Codes, Safety Analyst, Data Quality Project, Traffic Records Performance Measures Updates

Mehdi reported that they have finalized the 2005 linked data and are in process of making them available for DTS program staff and HSP committee. He indicated that he had been working on motorcycle data for the Motorcycle Group at DTS to develop a strategic plan. He also indicated that once Susan Fitzpatrick (Codes Analyst) completes additional statistical runs on selected data items, they are planning to have a conference call on CODES Advisory Committee. In addition he has been working with the national CODES committee to provide data and information for the national projects. Per NHTSA's request, they have been trying to incorporate the CODES project into our Highway Safety Program.

He also indicated he was able to hire a CODES analyst who will work with Susan to become familiar with CODES probabilistic Linkage package as well as the application of CODES in

highway safety. The new person is Xinrong Lei who is completing her Ph.D. at the University of Illinois in Champaign. She should start as soon as she gets her visa from INS.

Mehdi is working with IDPH and Loyola University to analyze the EMS database that eventually will be used to link to our crash data. Evelyn Lyons from IDPH and her staff, Dr. Ruth Kafensztok and Dan Leonard are working on this project. Mehdi asked Ruth to provide additional information on this project. Ruth reported that they started working with Mehdi Nassirpour to assist the CODES project in incorporating the EMS/Prehospital data as a linkage source with the IDOT crash data. Our role at this time is to provide a quality review of the data, based on the selected data elements and their potential use for data linkage. During the second half of 2009, we were granted access to the data through an amendment in the CODES data sharing agreement between IDPH and IDOT. In December we received the data, and in mid-January we completed our first preliminary review. The data review consisted of examining the range of values and completeness of every data element. We are currently refining the review to look at range of values and completeness among those records flagged as possible transport-related EMS incidents.

Mehdi indicated that IDOT will pay for the SafetyAnalyst licensing fee to AASHTO starting February 1 based on a prorated figure (February through June, 2010). Mehdi asked Peggy to give an update on the SafetyAnalyst project at IDOT. Peggy indicated that she has been working on the data conversion and preparation for the SafetyAnalyst package. Peggy reported we are not where we had hoped to be although there is a great support group. It is very difficult to convert attributes, intersections, etc. Working on test areas. Illinois is focusing on all roads and that is delaying the process. Program has not been defined closely enough to use state maintained roads.

Mehdi mentioned that the final "Model Performance Measures for State Traffic Record Systems" was submitted to NHTSA for their approval and release. All the 408 applicants are advised to use the recommended performance measures in their application. Mehdi mentioned that he provided a link to the document in the last TRCC meeting. Greg reported that the list is in the draft stage.

Data Quality— Mehdi indicated that he had been working with Jim Garceau and his team on this project. He needs to hire a person to help with the project. Under this project all the electronically reported crashes include original erroneous items as well as corrected items. Since we don't store original errors on non-electronic paper crashes, a sample of 2000 papers crashes was drawn to record both original and corrected erroneous items. The main goal is to compare results of the sample errors to the errors recorded under the electronic reporting system to determine whether the error types are similar under both reporting mechanisms. Ruth asked if a matrix is being developed for routine reporting. Roseanne asked is any mechanism is in place to report errors. Lori reported that users usually contact Safety Data and Data Services and the report errors. Although there is no formal procedure in place, Lori and Peggy have been discussing this option. Nothing has been finalized. Abraham said much training has been occurring with the CPD at the academy to report correctly. Anthony explained that while discrepancies have been found, they have never been reported. Lori asked him to forward them to her.

CIS/MCR Update
Jim Garceau reported on CIS
- Continuing with the requirements gathering

- o integrating CIS with both SafetyNet and FARS
    - Proof of Concept work being done for CMV data entry
    - Waiting for meeting with the FARS folks, we will be one of two states in a pilot program to electronically submit FARS data
- Continuing to collect requirements for handling the "not a crash" cases– ped/pedal, under $1500/$500-no injury/tow, etc.
- Continuing tests with 2 vendors (New World and iyeTek) on the electronic transfer of crash data from their crash products to the State
- Looking to decommission the remaining 11 legacy imaging servers the end of the month.

MCR
- Request For Information (RFI) for electronic crash and citation data collection systems was put out 10/26/2009
    - o Responses were received 12/7/2009
    - o Written responses were reviewed
    - o Follow-up demonstrations for those vendors that met the RFI criteria are scheduled for 1/28/2010 thru 2/1/2010
- An RFP process will begin shortly after the RFI process is complete.

Crash Reports Update
Jessica gave the following report:
Bureau:
- Stats—30 days behind the date of the crash; working December 2009 crash reports.
- Location—52 days behind the date of the crash; working October 2009 crash reports.
- Case Prep—Scanning in real time.
- Safety Responsibility—working on November 2009 cases

Illinois Work Zone Safety Calendar Contest:
- Passed out 2010 calendars to those present at the meeting. Would be happy to send out calendars to those who were on the phone or weren't able to attend the TRCC meeting.

Safety Performance Project and Local Crash Location Data Collection Project Updates
Roseanne reported that the Safety performance project is complete. Dave Piper is reviewing the report. They have received grant money for licensing for the Safety Analyst.

Mehdi asked if the U of I interactive safety performance function for locals was working. Peggy explained that the U of I functions are not large enough to handle our volume. They will replace it with the SafetyAnalyst package.

Roseanne reported that the Local Crash Location Data Collection Project is coming to a close. Still waiting on Cook County data.

Trauma Registry Data and MEMSIS Project at IDPH
Dan Lee The pre-hospital data project consists of two sub-projects or phases. The goal of Phase I is to bring Illinois into compliance with a national standard called NEMSIS (see http://www.nemsis.org/). The goal of Phase II is to add web-based data collection to the existing two collection channels, which are scannable paper forms and electronic files sent as email attachments or on CD's.

Phase I: The first round of beta-test data has been received by all test participants and evaluated, with feedback provided. No major issues were identified and work toward convergence to a finished product continues. In addition to the new system software, a new form is needed so that data collected in this manner conform to the NEMSIS standard. In December a number of changes were submitted to the vendor's form design team to improve form flow and clarity and reduce redundancy. These changes were completed last week and IDPH received the proof yesterday (Jan 18). This version is final or close to final and will be used to conduct in-service training for EMS field staff in February. If further modifications are needed they should be minor and will be submitted to the vendor following the training.

Phase II: IDPH provided a data backup plan to CMS earlier this month. This was the remaining item needed to complete Gate 3 in the CMS governance process, which is the final gate. CMS has begun building the TEST environment for Phase II.   Also underway is development of the Phase II application software, with a transition to a SQL server by mid-March. The primary benefit of the web-based system will be the elimination of paper-based reporting, perhaps as soon as 2011, and tied to this is the improvement of data accuracy and consistency (as a result of point-of-entry error checking) and timeliness (by eliminating the transit time associated with paper-based submission).

ISP Citations Data Update
Sherri Akers distributed a letter requesting a revision to 408 funds for the electronic citation project. Committee approved the request. The HSP will be revised and the 408 plan will be amended. (Letter attached)

ISP Crash Reconstruction Update
Jeff Darko gave an update on ISP Crash Reconstruction. They have a goal of data quality data with 60 staff utilizing crash data retrieval from the BOSCH module. Officers are being trained however updates from BOSCH are very frequent. All cars will be required to be equipped with this module. Another goal is to eliminate the "unknown" for MCR reporting. Safety belt use is able to be determined. Lori asked what percent of fatal crashes have black boxes. Jeff reported that older vehicles are not equipped and there is limited access to vehicle information. Ford, Chevy and Chrysler release access to their 90's vehicles.

Chicago Data Quality Improvement, City of Chicago-IDOT Data Integration Updates
Abraham Emmanuel reported that we are making progress on the Data Integration and Data Quality improvement projects.

For the Data Integration project, we are in the process of selecting a vendor who will develop a data integration and web based crash reporting tool for Chicago. Data Integration will eliminate the inconsistency between city and state data for Chicago crashes. The project also includes a crash reporting tool that would allow Chicago Police officers to enter crash data directly on an electronic form.

For this project we have evaluated a few off-the-shelf report generation tools. Since a crash reporting tool is only one part of the proposed project, our approach is to select a vendor who can be the system integrator. This vendor, we hope, will help us identify the appropriate off-the-shelf tool for report generation and diagramming. We are proceeding with the expectation that the MCR replacement system will not be significantly different from the existing MCR.

On a side note: In November, Chicago Tribune published a front page report and a few days later an editorial that highlighted the inconsistency in city and state crash statistics.

As for the Data Quality improvement project--last year we made progress in training police officers through the Chicago Police Academy. We developed an online training course for active duty officers. The Academy curriculum for crash reporting for new recruits has been changed to focus on data quality issues. This year we hope to continue the efforts. What we have learned so far is that online training is good to get our message across to large number of our police force very quickly. This will help set the stage. To get real improvement in data quality we have to continue the face-to-face training efforts. We purchased equipment and software that will allow the Academy to conduct online instructor led training for Chicago officers and also for officers from other PDs. That is probably what we are going to focus on this year.

Lori asked about potential grant ideas from the committee. She will update the grant form and reminded committee that applications are due March 15.

Planning Subcommittee:
- Meeting in Conference Room A right after the TRCC meeting
- Finalizing our objectives and reviewing the TRCC member list.
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Next meeting will be April 19 and will be held in the Sangamo Training Room here at Traffic Safety.